

MEMORANDUM

TO: The Nevada County Transportation Commission

FROM: Daniel B. Landon, Executive Director

SUBJECT: Executive Director's Report for the October 20, 2004 NCTC Meeting

DATE: October 13, 2004

1. WORK PROJECT 2.2.1: IDAHO-MARYLAND ROAD/ EAST MAIN STREET – COLFAX AVENUE/SOUTH AUBURN STREET FRONTAGE ROAD PROJECT DEVELOPMENT

During discussions with Grass Valley staff, we decided to refer to the project as the Grass Valley Corridor Improvement Project (GVCIP).

During a recent Grass Valley City Council meeting, it was suggested that planning for the GVCIP also address planning for the proposed Wolf Creek Trail from the Idaho-Maryland Road/East Main Street intersection to the Safeway parking lot.

The Nevada County Transportation Commission (NCTC) currently has a contract with Bickett Engineering, Inc. to prepare a Project Study Report (PSR) for the GVCIP. This contract is funded with \$100,000 from the Regional Transportation Mitigation Fee (RTMF) program. RTMF funds are collected under the provisions of Section 66000 of the California Government Code and cannot be used for the Wolf Creek Trail project because it is not included in the Regional Transportation Mitigation Fee Capital Improvement Program.

With regard to the potential to construct pedestrian facilities in the corridor, the portion of the corridor from the Idaho-Maryland Road/East Main Street intersection to the foot of the Bennett Street offramp (including the south bank of Wolf Creek) is within the controlled access limits of the Golden Center Freeway. State law will not allow pedestrian access within this freeway right-of-way area.

From Bennett Street to South Auburn Street, plans for the GVCIP and the hotel/conference center include sidewalks along the west side of the frontage road (Tinloy Street). In this area, the creek is outside of the State right-of-way and a significant portion of it is underground in a box culvert supporting parking lots and roadways.

Recognizing the potential for this trail to augment transportation facilities, NCTC staff can work with City staff on the proposed Wolf Creek Trail Master Plan and the alignment of a trail in this constrained area. Any pedestrian facilities included in the completed Master Plan can then be coordinated with future City projects.

We are currently on track to complete the PSR for the GVCIP by December 2004. Progress beyond that point will be dependent on the availability of funding. NCTC staff and Grass Valley staff are working together on a financing strategy for the project. The fastest path to completion of the project is achieved by providing all of the funds as soon as possible, rather than waiting for mitigation fees to be collected. This can be done if Grass Valley can identify a revenue stream sufficient to secure a bond of approximately \$3.5 million dollars as shown in the assumptions below:

Total Cost GV CIP	\$5,909,000
Projects already included in RTMF:	
Idaho-Maryland/E. Main Intersection:	\$ 381,986
S. Auburn/Colfax Intersection	\$ 545,694
Caltrans Participation:	
Two Minor A projects @ \$750,000 each	\$1,500,000
Amount to be financed with bond:	\$3,481,320
Range of bond interest rate:	4 to 5%
Estimated Annual Payment	\$250,000 – \$280,000
Term of Bond	20 years
Total of Payments	\$5,000,000 - \$5,600,000
Projected RTMF per trip amount (Zone 8) 2005	\$948
Projected RTMF collections 2001 – 2020	\$30,105,570
Projected Average Annual Collection	\$ 1,505,278
Projected Total Escalated Cost of RTMF CIP (including GV CIP)	\$30,105,316

Based on these assumptions, it appears that the RTMF collections will be sufficient to make the bond payments and cover the costs of the other projects in the RTMF CIP. We will be refining our estimates and plan to present a financing strategy to the Grass Valley City Council on October 26, 2004. Under a bond financing strategy, the following schedule may be achieved:

December 2004: Commence preparation of Project Report and Plans, Specifications & Estimates (construction documents) (12 months preparation with 3-6 months for Caltrans review and approval process. Total time - 15-18 months).

March 2006-June 2006: Commence construction. A minimum of two constructions seasons will be needed. Construction could therefore be completed in the fall of 2007.

If the City is unable to support a bond for construction of the GVCIP, and the RTMF is the sole revenue for the project, funding to complete all of the improvements may be collected in approximately six to eight years. Under this scenario, there is sufficient cash in the RTMF to complete improvement of the Idaho-Maryland/East Main Street intersection and substantial improvements to the South Auburn/Neal Street/Colfax Avenue intersections during 2006/07. The balance of construction (Bennett Street offramp and additional signals at Bennett Street) will be completed as funding becomes available.

2. TRANSIT/PARATRANSIT GOVERNANCE STUDY

In late August, NCTC released a Request for Proposal to conduct a Transit/Paratransit Governance Study for western Nevada County. The purpose of this study is to evaluate options for the

administration and operation of transit and paratransit services in western Nevada County in order to allow decision-makers to determine the most cost effective and efficient ways of providing such services in the future.

Three consulting firms submitted proposals to conduct the study. The proposals were reviewed in mid-September by the members of the stakeholders committee, which included representatives from NCTC, the Transit Services Division (TSD), Gold Country Telecare, Inc., and the Citizen's Coalition for Public Transit. As a result of the review process, the committee invited two of the consulting firms to provide oral presentations on their proposals, and afterwards, selected the firm of Nelson\Nygaard Consulting Associates teamed with LSC Transportation Consultants, Inc. A project kick-off meeting was held on October 12th and the consultants indicated that they would be conducting interviews with stakeholders to discuss governance issues through mid-November.

The stakeholder committee is being expanded to include some members of the Transit Services Commission (TSC) and two additional citizen representatives. This expanded group will serve as the Project Advisory Committee (PAC). The next meeting of the PAC is scheduled for November 16th to discuss the findings from research conducted on governance structures and peer reviews. Following this meeting, working paper summaries on governance models and peer reviews will be made available to the public. The PAC is then scheduled to meet on November 22nd to discuss the recommended governance structure, and on December 13th to discuss contracting options, a transitioning plan, and the draft report.

3. AIR QUALITY CONFORMITY UPDATE

NCTC staff has been working with the Northern Sierra Air Quality Management District (NSAQMD) to develop a Draft Air Quality Conformity Consultation Memorandum of Agreement (MOA). This MOA identifies the interagency consultation partners and outlines the consultation process and responsibilities. The first interagency consultation meeting to review the draft MOA is tentatively scheduled for November 16th. Representatives from the following agencies will be included in the interagency consultation process: Environmental Protection Agency, Federal Transit Administration, Federal Highway Administration, California Department of Transportation, California Air Resources Board, NCTC, NSAQMD, and Nevada County Transit Services Division.

4. JOINT UNMET TRANSIT NEEDS WORKSHOP

On October 7th, the Placer County Transportation Planning Agency, NCTC, and Tahoe Regional Planning Agency held a joint unmet transit needs workshop at the North Tahoe Community Conference Center in Kings Beach, CA. The purpose of this joint workshop was to provide an opportunity for the public, who utilize the public transportation systems in the Truckee/North Tahoe area, to comment on transit needs that are not being met. Despite the outreach efforts of the three agencies, only three representatives of social service agencies attended the workshop to provide input. The most common transit need expressed was for more frequent service between Kings Beach and Truckee for social service clients.

5. OVERALL WORK PROGRAM AMENDMENT I

At the September Commission meeting, I had stated that I intended to present Amendment I to the Overall Work Program (OWP) to you at the October meeting. In reviewing the Commission's budget, I determined that there is sufficient cash flow to continue operations without the allocation of Planning, Programming, and Monitoring funds until at least January 2005. Also I decided to wait to prepare the OWP amendment until after the November 2nd elections because the California Transportation Commission may provide further information regarding allocations of State

Transportation Improvement Program (STIP) funds during fiscal year 2004/05, which could affect NCTC's budget.

6. Regional Transportation Mitigation Fee Update

NCTC staff is currently working with the City of Grass Valley staff to develop a financing strategy for the Grass Valley Corridor Improvement Project (GVCIP), and therefore has delayed the update of the Regional Transportation Mitigation Fee to allow for the GVCIP to be incorporated into the RTMF program.